GREAT FORCE OF GRAVITY

A Remarkable Invention That Applies It as a Motor to All Kinds of Vehicles.

An Idea That Came Through a Trivial Incident Worked Out to a Very Successful End and Wonderful Possibilities.

In a modest home on North Tennessee street is a rude model illustrating the principle of a physical discovery which its owner firmly believes is destined to revo-Intionize the world. Most inventions are destined for this purpose, but the scope of this is so vast, the results to be obtained are of such stupendous magnitude, that the dreamer is justified in building upon it hopes of infinite variety and magnificence.

The invention, for it is that, rather than a discovery, means a new locomotive force, sufficient for almost unlimited speed, free of all expense other than the ordinary wear and tear upon the vehicle. A force in which the consumption of fuel can be left out of the question! A motor which requires neither steam, electricity. water or animal power to run it, and one whose every pound of freight increases its motive power three hundred pounds! Who can comprehend what this means to the greatest industry of the world to-day, that of transportation? Who can imagine the billions of wealth it will add to the world

appually? It is a misnomer to call it a new force. It is a force that has been known to man since the days of Adam; a force the reason of whose being has been known ever since the famous apple struck Sir Isaac Newton in the eye. It is the old, familiar force of gravity, the force whose only result has heretofore been weight, a drawback. Henceforth its chief result must be locomotive power. The invention is the method of utilizing it and so simple is it that the first thought is that it is no invention at all, and the second is that the world for thousands of years has been full of fools who could not see the plainest thing on the face of the earth. The inventor does nothing but change the direction of the force from a vertical to a horizontal pressure, but the magnificent effect of this simple change can be dimly comprehended when one pauses to consider that it is thereby metamorphosed from the greatest retarding force to the greatest propell-ing force the world has ever known.

By this change freight furnishes the

power for its own transportation; the more weight a car or other vehicle has bearing upon its axles, the greater power has it for its own propulsion. Every vehicle is its own motor, and the heavier it is laden the faster it can go! The steam locomotives, the electric motors, the sliding hydraulic railroads, even the horse and mule, as locomotive forces, must become things of the

past, for the new principle can be applied to every vehicle that runs on land, from a velocipede to a railroad train.

The inventor, who, for reasons of his own, prefers to be unknown to the public at present, hit upon his idea in a peculiar way. Like a great many "per-petual-motion cranks," he had often thought of applying the force of thought of applying the force of gravity as a motive power in some such way as this, but, like the rest of them, he had failed to hit upon a plan, until one day, three years ago, he got his first clew. He was weighing his baby with one of those little spring devices. After the operation he carelessly hung the device, which weighed but a few ounces, upon one of the spokes in a rear wheel of the baby-carriage. He was surprised to see that this slight weight moved the heavy carriage several inches by turning the wheel. In a second his old dream flashed across his brain, and he at once began to experiment. He hung the hook upon another spoke, but the buggy never budged. Then he slid it along from one point to another on the spoke, one point to another on the spoke, and finally again struck just the right place and the buggy moved. He marked it, took accurate measurements and comparative weights, and, with these data, tried to find out just what proportions

of leverage and gravity were required.
This required time, patience and long study
of higher mathematics and physics, but he
preserved his secret, studied and figured
until he had worked out this portion of the

Then a second one stared him in the face. He had gotten far enough along to be sure that a certain weight would move a certain larger weight, including itself, a certain distance, exerting its highest force in but a small portion of that distance, but the force gradually diminished until, in a short further distance, it ceased altogether. On the problem of how to overcome this and make the force continu-ous he has worked for over two years, during which he has more than two hundred times given the whole thing up in despair and disgust, only to pick it up again and try it once more. Waking or sleeping, the problem was always with him, and he could not let go of it. The plan he finally worked out is still partly a secret until certain patent rights are secured here and abroad, as as are also the mathematical data he figured out. But the whole thing rests upon the fact that the force is exerted over more than a single instant of time and propels the ve-hicle over more than a single point of space. With this fact in view, the inventor discovered that it was as effective if exerted upon but one wheel as if exerted upon two. Then by wheels containing a great number of spokes, and so set that lines drawn through them would not strike spokes in the opposite wheels, and by a clamping device, he worked out a plan to alternate the weight from one wheel to the other, so that this force, assisted slightly by the force of momentum, makes a practically steady and continuous motive force. The body of the vehicle is swung on the wheels by this clamping device which is wheels by this clamping device, which is so arranged that as one set of clamps go down another set arise to catch the next spoke, stiffening and catching the weight as the spoke reaches a horizontal position; loosening and letting go for a second only to rise and catch the second one above. Upon a two-wheeled vehicle this gives a slight snake motion, but when applied to one of four wheels it works like a charm, the sets of clamps alternating upon each side as well as across, thus giving a perfectly straight motion, every bit as steady as that of a railroad train, though not so smooth as an electric motor. As soon as the inventor gets all his patent rights perfected he expects to organize a company with several millions of capital and proceed to "revolutionize the world."

FRATERNITIES AND ORGANIZATIONS.

Odd-Fellows. Hon. J. B. Cockrum will deliver an ad-

dress at Dublin, Aug. 8, James C. Johnson went to Seymour last evening to give instruction in degree work. Philoxenia conferred the third degree Wednesday evening and elected two candi-

A Rebekah Degree lodge has been insti-stituted at Nielford and one will be soon at Madison. Indianapolis Lodge has initiated four

candidates so far since July 1, and has two more in waiting.

Canton Indianapolis, if it goes to Dayton and Toledo in August, may conclude to enter the prize drill at the last-named place. Each of the three largest lodges in the city—Capital, Indianapolis and Philoxenia are moving with the object of forming can-

Metroplitan Encampment Monday night installed P. A. B. Kennedy, C. P.; Geo. H. Morrison, H. P.; E. A. Houpp, S. W.; Chas. Thompson, J. W., and Harwood, scribe.

Twelve applications for membership were made to Triumph R. D. Lodge Lafayette at its last meeting, one of the results of the district meeting held there recently. The grand master will dedicate a hall at Freedom on the 28th. On the 30th he will deliver an address at Fowler. Hon. J. B. Cockrum will also make an address at that time and place.

The floor work for subordinate and Re-bekah Degree lodges, adopted at the last session of the Sovereign Grand Lodge, has been published at last and is now on sale at the office of Grand Secretary Foster.

The district meeting at Logansport, Thursday, under direction of the grand bers. Assistant District Attorney Cockrum, U. Z. Wiley, J. B. Kenner and R. J. Love-land made the explanatory addresses. Meetings will be held in order as follows: Mitchell, Aug. 4-5; Seymour, Aug. 11; Wa-bash, Aug. 13; Evansville, Sept. 2; Knights-town, Oct. 9; South Bend and Richmond

Canton Indianapolis went to Shelbyville on the 18th and mustered in Canton Shel-byville, No. 40, with fifteen members. Col. J. E. Bodine, of this city, acted as mustering officer. An exhibition drill was given on the public square before a large crowd.

Knights and Ladies of Honor. Washington Lodge conferred the degree upon one applicant last Monday evening. Mrs. Anna Cublman, of Martha Lodge, is on a month's visit to friends in northern

Michigan. The general committee on reception to the Grand Lodge will meet to-morrow evening in the hall of Washington Lodge. Pleasant Lodge, of Brightwood, continues

to prosper. It conferred the degree upon five applicants at its last meeting. Mrs. Mary B. Pierce, of Marion Lodge, will represent her lodge in the Grand Lodge, to be held in this city next month. Grand Secretary John S Lawrence, of Ohio, has resigned on account of the press-ure of other business, and has been suc-ceeded by Mr. Frank Blakeslee, of Cleve-

The Knights and Ladies of Honor have lodges in thirty-four States, fifteen of which are under Grand Lodge jurisdiction Supreme Lodge. The State having the greatest number of lodges under grand jurisdiction is Illinois, 184, and that having the least is Iowa, seven, which are under supreme jurisdiction. Alabama and South Carolina have nineteen each. Nebraska, Oregon and West Virginia have one lodge each. New York has 182 lodges and Taxas each. New York has 133 lodges and Texas 162. The membership June 1 was 69,881, and the total amount paid in benefits to date has been \$5,788,214.62. The total number of applications for relief-fund membership passed upon by Supreme Medical Examiner L. D. Witherill from Jan. 1 to June 30, 1891, was 5,782, of which 5,424 were ac-

cepted and 358 rejected. Knights of Honor.

At Victoria Lodge several candidates are to be initiated to-morrow evening. During the eight weeks ending June 13, 2,161 new applications were received at the

supreme reporter's office. Washington Lodge mitiated several eandidates last Tuesday evening, and there are as many more waiting to take the degree on next Tuesday evening.

Brightwood Lodge will initiate candidates
Tuesday evening. At its last meeting
the lodge ordered new uniforms for
the degree team. The team is practicing
every Saturday evening, and is fast becoming proficient in the work. A competitive drill between the city team and that at Brightwood will be arranged this fall.

The Supreme Lodge has decided that the financial reporter of a subordinate lodge is not obliged to receive checks in payment of dues and assessments. It has also decided a past dictator's chair cannot be declared vacant by the dictator of the subordinate lodge on the ground that said officer has moved out of the city. The suspension of an officer for non-payment of an assessment does not vacate his office.

FRANCHISES NOT TO BE TAXED.

A Spicy Argument Before the County Reviewers That Defeats Advice of Their Attorneys.

The last thing the County Board of Review did before adjourning sine die yesterday afternoon was to decide that it had no authority to tax the franchises of railroads. This action was contrary to the advice of County Attorney Spencer and his partner, Mr. Van Vorhis, but it was taken after listening to a very clear and able argument on the subject from John T. Dye, attorney for the Big Four, in the course of which several lively tilts occurred between Messrs. Dye and Van Vorhis. Mr. Dye argued that this was a question for the State board, and not the county board, to handle. A franchise was an indivisible thing, coextensive with the road, and it was impossible to tax a portion of it in any one county any more than the road-bed or rolling stock; not so much, in fact, for the rolling stock and track were tangible and could be measured, while a franchise could not. It was for the State board to tax, if

taxed at all. Mr. Spencer here tried to trip him into an admission that the State board had a right to tax the franchise, but Mr. Dye replied that he contended that it had not, and quoted from an opinion of Green Smith to the effect that a franchise should be taxed only when the valuation was placed upon the tangible property, or if the valuation is placed upon the capital stock when the franchise does not or only partially affects the value of the stock. When all the propthe value of the stock. When all the property of a road was taxed, he claimed, the taxation of the franchise would be double taxation and unjust. During this argument Mr. Van Vorhis tried to interrupt with questions several times, but Mr. Dye cut him off with a mild voice each time. "Please permit me to finish," he would say. "Then you can talk as much as you choose." A moment later: "Will you kindly allow me to proceed without being disturbed? Then I will endeavor to being disturbed? Then I will endeavor to answer your questions." And again: " have the floor. You are welcome to talk as long as you wish when I am done or do anything in the interests of your clients whoever they may be?"

"We are entitled to some courtesy in this matter as well as yourself, Mr. Dye," retorted Mr. Van Vorhis hotly to this last

sally. "The board and all of us certainly have a right to legal advice."

"That is what I am trying to give," responded Mr. Dye, "and I am addressing the board, not Mr. Van Vorhis. I am not a professor of law to come here to teach a law-yer. He may not know much law, but he can find it out in his own way; I am ad-dressing the board," and Mr. Dye proceeded

dressing the board," and Mr. Dye proceeded with his argument.

Mr. Van Vorhis afterward took the floor and argued that the county board had the right to assess the franchises. He took it for granted that they should be assessed, and claimed that the State board's duties were specifically defined by the law, that all other assessment was left to local authorities and that the duty of assessing franchises was not pecified as a duty of the State board; therefore it was the duty of the county board. In reply to his "friend Van Buskirk," as Mr. Dye called his opponent, he pointed out the fact that the State board was empowered to assess all preperty not properly assessed to assess all property not properly assessed by local authorities, and argued that if the county board should make the assessment it would take a leap in the dark, for it had no information whatever upon which to base a valuation, and had no means of procuring any; on the other hand, the law provided means by which the State board could gather full information upon the subject, and it was evidently tion upon the subject, and it was evidently the intent of the law that all property of a railroad covering the whole road should be assessed by the State board. There was be assessed by the State board. There was more argument upon the same lines from both sides, Mr. Van Vorhis maintaining that so much of the franchise as pertained to the county should be taxed by the county board. After both attorneys had left the board took a vote on the subject and decided to take no action.

Thousands of Pensioners. Pension Agent Ensley yesterday completed his annual report of the transactions of his office and sent it to the department at Washington. This is very quick work, as the reports have heretofore required much more time in their preparation. It shows, though, the efficiency with which the pension agency here is conducted, particularly as there has been during the year a great increase in its business. Deducting deaths and losses from the rolls the number of pensioners paid at this office were 57,771 at the end of the fiscal year, June 30. During July thus far 506 names were added, the roll to date numbering 58,277.

Always Hear Both Sides.

Floating Paragraph. Never condemn your neighbor unheard, however many the accusations which may be preferred against him. Every story has two ways of being told, and justice requires that you should hear the detense as well as

When the members of the Board of Public Works found themselves alone for a few minutes on Friday morning a suggestion upon the subject of street-railroad franchises was made, which will undoubtedly have a very important bearing upon the whole subject. The idea was brought to Indianapolis from Rochester, N. Y., by Mr. I. S. Gordon, who explained it to Mr. Defrees. Upon the principal residence street in Rochester they have an electric line running up one side of the street and down the other, between the curb and sidewalk. The space from the curb to the sidewalk is a well-kept lawn, undisturbed by the electric cars running over it, and one would never suspect that there were tracks in the grass until he got close to it or saw a car running over it. The poles are set on a line with the trees, which almost completely hides them, and have arms reaching out over the track to hold the trolley wire. The roadway is left clear for driv-

Mr. Defrees at once saw the immense value of the suggestion and lost no time in broaching it to the other members of the board. "The first great advantage in such a plan," said he yesterday, "is that it leaves the driveway clear. With double tracks in the center of the street and poles at short distances nobody will drive on a street if he can avoid it; it is dangerous and uncomfortable. The second point is in the addition to the beauty of the street. The por-tion now occupied by the tracks in the cen-ter of a street is a dead loss to everybody but the street-railroad company, and is un-sighly now, and will be more so when the rest of the roadway is paved and the space in the center left unmproved. If that useless space can be transferred to the sides and covered with green grass it becomes a thing of beauty green grass it becomes a thing of beauty instead of an eye-sore. The ordinary width of our residence streets is ninety feet between building lines; I think that is the width of Tennessee street. Now, suppose the sidewalks are six feet, and the roadway, which would be clear of tracks, should be made thirty feet wide. That would leave twenty-four feet of lawn on each side. Suppose the original lawn had occupied even as much as fifteen feet on each pied even as much as fifteen feet on each side. That would still leave nine feet of lawn on each side for the tracks to run over, which is ample room, without inter-fering to any appreciable extent with the shade trees. The drive-way is left clear and beautiful, as well as comfortable and convenient. "But how about hitching-posts and horse-

blocks?" was asked. "There is ample room," replied Mr. De-frees, "for a space of three feet between the track and the curb for that." "Another great point in its favor," con-tinued Mr. Defrees, "is the fact that it so simplifies as to practically solve the biggest problems we have to deal with in paving where there are tracks. The people very properly object to paving over the space occupied by the tracks—to paying from \$4 to \$5 per foot for improving a portion of the street they cannot use. On the other hand, there is some reason in a street railroad company's objecting to paving when it uses electricity, for it wears out nothing but its tracks. But the Citizens' company and every new company that comes in would be mighty glad to be re-lieved of this by agreeing to keep trim lawns over its tracks and pay for paving over street intersections. We have tried to get over this matter by improving up to the tracks and leaving the space occupied by them unpaved, but, although I regard this as much better than making the people pay for paving the tracks, still there are various objections to it. It leaves the crown of the street flat and unpaved, making the surface drainage bad. The water is bound to percolate down, and we have to put in two extra lines of curb to protect the concrete foundation of our pavement. Even then there is danger that it will be ruined by water and frost. Then the looks of the thing are enough to condemn it as soon as a better way can be found."

President Conduitt is a little more cau-tious in taking up the new idea, but he also favors this one. "I can see a good many points of advantage in this over the old method of putting the tracks in the center," said he yesterday. "Everybody who owns property upon a good residence street now objects to having tracks in front of their property, and with good reason. A double track in the center simply ruins a street for driving. Illinois street is given up almost entirely to the street-railroad company, and it is bound to be so with every street upon which they put rapid transit in the center. I can see that it would also be more convenient for the patrons of the road. They could get on and off at the sidewalk instead of going to the center of the street and running the risk of getting run over. In the matter of beautifying the street and that of paving, it seems to hold out equal advantages. The only point of objection that I see now is the possibility of interfering with the shade trees. On a street like Meridian, where the tees almost meet, this would be a very seriousone, but there is no possibility of a track ever going down on Meridian anyhow. But on wide streets I don't think there would be any trouble on this score."

It goes without saying that the street-railroad people would very gladly fall in with this idea or any other that would re-lieve them of paving their tracks. In time they will have to pave their tracks on business streets, where the Rochester idea is not practicable, but franchises on those streets are usually so valuable that they can well afford it. There seems little doubt that the Board of Public Works will use this plan in any future grants of franchises it may make, and with it, it is possible that it may grant the new Cincinnati syndicate routes over Tennessee and one or two other streets that have heretofore been held sacred. And when the Citizens' com-pany gets a new franchise, if it ever does, its tracks on Illinois, Pennsylvania and other residence streets will probably go on

Another point not mentioned by Mr. De-frees or Mr. Conduitt is that the plan will admit of narrower roadways where there are tracks on residence streets and cause a revision of the schedule of widths adopted by the board shortly after it came into be-

PERSONAL AND SOCIETY.

[Concluded from Fourteenth Page.] ing friends in Chicago ... Miss Mabel Hooper will assist in a Shelbyville concert Hooper will assist in a Shelbyville concert next Tuesday evening...Mrs. Lizzie Walker, of Lagrange, is visiting in this city....Mrs. Angie Ritter and daughter have returned from Wisconsin...Mrs. Mc-Camant, of Windsor, is visiting her son in Mattoon...Rev. R. M. Roberts and Mrs. Knight, of Minneapolis, are visiting at J. W. Hogue's....Mrs. Charles Rudy has returned from Nebraska...Mr. and Miss Margaret Baker have returned to their home in Cairo, after a visit to Mattoon...Mr. and Mrs. Elisha a visit to Mattoon...Mr. and Mrs. Elisha Linder entertained a number of their friends Thursday...Miss Jennie Cassell, formerly of Mattoon, was united in mar-riage on Wednesday with Mr. C. G. Fol-some, of South Bend, Ind...Mr. and Mrs. Abram Spitler were given a surprise by their friends last Saturday evening Mr. and Mrs. Louis Katz gave a reception to Miss Minnie Katz, of Chicago, Tuesday night....Miss Arlene Webb, of Chicago, is visiting Mrs. John Mohr....Miss Tot Mohr has returned home from Chicago....Miss Ollie O. Bannon returned to her home in Efflingham Mrs. Frank Spitler and Miss Carrie McCaig, of Sullivan, are visiting in this city Mrs. J. H. Ewalt is visiting in Champaign.

Paris. Miss Blanche Baber has returned from a visit with friends at Cambridge City, Ind. ...Mrs. Bruce Pope, of Newman, Ill., is the guest of her brother, J. E. Meloy, and family...Miss Grace Barbour is visiting relatives at Clinton, Ill...Mrs. Scott J. Dougherty, of Wabash, Ind., who has been master, was attended by representatives of the accusation; and remember that the master, was attended by representatives of the accusation; and remember that the master, was attended by representatives of the accusation; and remember that the master, was attended by representatives of the accusation; and remember that the master, was attended by representatives of the accusation; and remember that the master, was attended by representatives of the accusation; and of Marie's family a boy had six toes, lightly of enemies may place you in a similar predicament.

Increase the sixter, was attended by representatives of the accusation; and remember that the master, was attended by representatives of the accusation; and of Marie's family a boy had six toes, lightly of enemies may place you in a similar predicament.

CAR TRACKS ON THE SIDES

in Washington, Ind., on Thurs is y....Mrs. C. V. Jaquith and daughter, of Cincinnati, are visiting Mrs. Joinie Bishop....Mrs. Amy Hunter and daughter, Miss Nettie, Mrs. Samuel Archer, Mrs. C. C. Hunter, Mrs. F. M. Pattison, Mrs. J. E. Parrish, Joseph Hunter and family, Mr. and Mrs. Dundas and Will Colwell departed Thursday for French Lick....Miss Parkinson, of Mt. Carmell, Ill., is the guest of Mrs. I. Q. Hueton...Miss Anna Gordon is visiting in Mt. Vernon, Ill...Mrs. Martha Tennery and daughter, Miss Cora, of Chicago, are visiting Mrs. Helen Magner...Misses Mettie Allen and Cora Archer, of Marshall, Ill., are visiting Misses Hattie and Lottie Bradshaw...Rev. and Mrs. E. B. Randle and children departed Tuesday for a two weeks' visit at Bay View, Mich. visit at Bay View, Mich.

> Miss Alice Bixby, of Danville, Ill., is the guest of Miss Grace Bixby...S. Cohen and family, of Arcola, visited J. Bing and family the past week...Mrs. M. W. Mathews is a guest of friends in Toledo. O...Miss Emma Stickney, of Cromwell, Conn., is being entertained by Mrs. G. W. Hubbard...Miss Mabel Andrews, of Danville, Ill., is a guest at the residence of S. C. Brigge. ing entertained by Mrs. G. W. Hubbard.
> ... Miss Mabel Andrews, of Danville. Ill., is a guest at the residence of S. C. Briggs, on High street... Mrs. Jesse Goff and children, of St. Paul, Minn., are visiting Mrs. G. W. Flynn and family... James P. Hayes and Miss Julia Hayes were united in marriage in this city Monday evening... Mrs. Asa F. Hays is visiting her daughter, Mrs. H. O. Alexauder, at Cheyenne, Wyo...J. W. Shuck and wife are at Smith Center, Kan., attending sick relatives... Miss Maie Candy and Mas Mathews attended the grand ball at Riverview Hotel, near Kankakee, Monday evening... Mrs. G. Pettinger was a guest of Indianapolis friends Sunday last... Miss Nina Bull, of Greentown, Ind., is the guest of Mrs. N. C. Harvey...J. Herbstreet and wife, of Charleston, are visitors in the city... Mrs. Helm, of Danville, Ill., and Miss Mayme Graham, of Sterling, O., were guests of Dr. S. A. Romine and wife Sunday last... O. L. Martin and wife were recent guests of R. M. Rea and wife... Miss Anna Chamberlain has accepted a position in the public shools at Springfield, Ill... Miss Estella Clements has gone to Dixon, Ill., for a visit of six weeks... Hon. T. B. Carson and son have returned from Watseka, Ill.

BUILDING ASSOCIATIONS.

The Demand for Money Continues Very Large from Those WLo Are to Erect Houses.

The Provident Saving, Loan and Investment Association, with headquarters at No. 89 East Market street, has declared its regular 4 per cent. semi-annual dividend. This is computed at compound interest, which is equal to about 10 per cent. simple interest. The Provident is one of the younger societies, being but eighteen months old, but it has made money for its stockholders from the first. This year the association has made nearly twenty loans to members. Persons having sums of money of \$100 or over can deposit them with the association at 8 per cent, interest, the interest being payable semi-annually in cash. This plan offers great inducements to widows and other persons having sums which are too small to be loaned upon real-estate security but which ought to bring in an income to the possessor. The officers of the Provident are all well-known business men. Shares may be taken and loans procured at any time.

The Clifford-avenue association, which has, for almost three years, done a very prosperous business in the northeastern part of the city, is preparing to reach out for even more shares than it has already secured. A new series will be started within the next few weeks, containing features attractive both to borrower and investor. There is a large demand for money in the section of the city in which the Clifford-avenue carries on its busi-

Association Notes. The North New Jersey street association is still behind in its loans, and can offer no

funds at present. Arthur V. Brown, secretary of the Shelby-street association, is taking his summer vacation in the north.

The Thorpe Block association has had many accessions this season, largely from parties who contemplate building. This society is one of the largest of those doing a purely down-town business. The Ætna association has demands for

more funds than it can well supply, although its monthly collections mount up into the thousands of dollars. There is no association in the city that is growing more rapidly or making a more desirable class of loans than this society.

The Oak Hill association, which was organized by residents of the northeastern part of the city some months ago, has gone out of business, the most of its members having cast their fortunes with the new Atlas association, which occupies practically the same field of operations. The new Fourteenth-street association is four months old and its money is in active

demand among the members, who live in the rapidly-growing northern part of town. Many of the new homes that are being erected upon North Illinois and Meridias streets are being built by members of this

company. Money is in great demand, and is bringing a good premium. The members of this society are building a great many homes this spring. The Home-builders' association, which has its place of meeting on Clifford avenue, near Woodruff avenue, is having a very satisfactory growth for a young society. The directors live in the vicinity of the

place of meeting, and are interested in building up the neighborhood through a strong local society. The Prospect-street association has been unable to make all the loans that its mem; bers have asked for this summer. The southeastern part of the city has been greatly developed within the past three years by the opportunities for building offered through the societies. None have been more popular than the Prospect-street.

The Indiana Mutual Building and Loan Association maintains its position as one of the largest State associations in the West. The business of the society has been something enormous, reaching annually into the tens of thousands. From fifty to one hundred applications for leans are always on file, and the directors are able to make an unusually safe class of loans from the great number of petitions always on hand. The Homestead association is so far behind in its orders for loans that for the present it has decided to grant no more. One of its members is erecting ten houses in the northwestern part of town, and would borrow funds from the society for all of them could the demand be supplied. In common with all other local associations, the Homestead reports an unprecedented request for building money this sea-

The Nationa I Building and Loan Associa tion, of this city, is prosperous, and reports a very encouraging growth. Local boards have been established in all the larger towns of the State, and loans are made where the future of the town permits doing so with safety. The directors of the society are all well-known business men. The association is "national" in name only, its business being confined entirely to this

The Strange Case of Gratio Kelleia. Dr. Andrew Wilson, in Harper's Monthly.

Gratio Kelleia himself, a Maltese man,

Gratio Kelleia himself, a Maltese man, was born of parents who possessed the ordinary number of tingers and toes. He had six fingers on each hand and six toes on each foot. His wife possessed the ordinary number of digits. Four children were born to this couple. Salvator, the eldest boy, had the six-tingered condition of his father represented in full. George and Andre resembled the mother, but the hands and feet of the former were slightly deformed. Marie, the daughter, had also five tingers and five toes on each hand and foot, but her thumbs were developed somewhat out of proportion. As regards the second generation—all the children having married partners with natural hands and feet—of Salvator's four children, three showed the six-fingered condition. George had two girls with six fingers and toes, and a third girl with six fingers on each hand and six toes family....Miss Grace Barbour is visiting relatives at Clinton, Ill...Mrs. Scott J. Dougherty, of Wabash, Ind., who has been visiting her sister, Mrs. Hugar Hodge, went to Terre Haute Wednesday morning to visit dren, but all had normal hands and feet;

WANT

On Illinois Electric

20 Minutes from Washington

Enough

.........

Balance on Easy Payments

Second Mortgage Taken

Graded Streets Graveled Walks

Shade Trees
Dry Cellars

FACTS TO REMEMBER

Kenwood is the first ad-..... dition on the high ground north of Fall Creek, and is..... the most beautiful piece with electric cars on regu-

lar time schedule the year.....

...... All of the lots are high above grade. NATURAL GAS has The Arsenal-avenue association is sharing in the general prosperity that is coming to the East End through the electric railway and the prospect of a new natural-gas company. Money is in great demand, and Gas to every purchaser. Thepipes are in the ground, and Gas is in pipes.

> Fifty dollars cash will secure any lot, while the balance can be paid in installments not exceeding \$10 per month.

Seventeen houses havebeen erected since May 1, and many more will be built before winter. Values are increasing rapidly.

September 10 an increase of \$25 a lot will be made.

..... Buy your lot now and by spring the Kenwood*
.....syndicate will take mort-. gage subject to a building REVER association. You can then own your own home and the cost per month will be but little in excess of whatyou now pay for rent.

A good home can be..... built for \$1,000. Ten premium - only \$4.50 a week. Why pay rent?

For further particulars and prices, call on

A. Bookwalter,

No. 85 East Market Street. Ground Floor, Thorpe Block.